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summary of the lessons taught in this Relief Survey. The six sections have six different authors, each of whom was active in some part of the San Francisco relief work.

It is to be hoped that national disasters like that in San Francisco in 1906 will grow fewer. The experience of Dayton in 1913 shows, however, that we cannot disarm yet. No human experience combines such a mass of misery, such an outpouring of money and sympathy, and such a paralyzing of the restraints and the routine of everyday life. The days which follow a great disaster call for the best we have of organization and efficiency. The very atmosphere of disaster works against organization and efficiency, however, and unless a detailed scheme of procedure tested by successful experience is ready at hand a deplorably wrong start is likely to be made.

One of the results of the San Francisco relief work was the development of a new department in the National Red Cross for handling relief problems in times of disaster. This new department has proved its efficiency many times over—most recently at Dayton, Ohio. The volume under review appeared just as this most recent disaster occurred. Those who may be called upon to face similar situations will find it invaluable.

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SAKOLSKI, A. M. *American Railroad Economics*. Pp. xii, 295. Price, \$1.25. New York: The Macmillan Company, 1913.

We shall probably never have a satisfactory work, of convenient size and adequate scope, even one covering only those phases of transportation which readily come under the heading of *American Railroad Economics*, the title of Dr. Sakolski's new book. Irritating omissions and sketchy outlines, at points where a rather exhaustive consideration seems required, inevitably recur in books of this sort, in which brevity is a chief aim.

Especially do we feel the limitations of space imposed on the author in his chapter on traffic statistics, where the futility of such data as locomotive-miles traveled and ton-miles of freight moved is set forth convincingly enough. But criticism of conventional statistical indices should have been followed by the suggestion of others that would be more enlightening. A few indicated subjects of fruitful statistical inquiry would have been welcome. The author might at least have named several groups of roads, merely as examples, situated under conditions sufficiently alike to permit an approximate determination of the relative efficiency of the several members of any one group by comparing their respective operating ratios. A writer may very properly forswear historical narrative as far as possible; but it is difficult to see why the recently changed conditions of governmental regulation during the past decade should be discussed so briefly. The widened powers and activities of the Interstate Commerce Commission, if they were to be noticed at all, surely deserved a more detailed treatment than they have been given.

As Dr. Sakolski's work stands, it will be useful only in connection with extensive reading in periodicals and official reports. The chapters on rail-

road securities and on the different divisions of railroad accounts perhaps will make the book worth while as a supplementary text in a college course. At any rate, the obvious gaps and abridgments may stimulate uninformed readers to make further investigations, since the author imparts to the topics he touches an interest which should provoke a desire for fuller knowledge on the part of his readers.

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WOLFF, HENRY W. *Coöperation in Agriculture*. Pp. ix, 378. Price, 6d. London: P. S. King and Son, 1913.

Success in coöperation is like success in any of the professions, depending upon the earnestness, the experience and even the schooling of the coöperators. Systematic instruction by teachers is therefore supplied in various countries where the nature of coöperation is best understood. "Indeed, sound coöperation without education placed in the forefront is unthinkable. . . . In Germany there are special courses of lectures everywhere in every province—courses of two days, of three or four days, up to four weeks." Among others, a six months' annual course of training for revisors (that is auditors of coöperative accounts) a special *seminar* in coöperation at the University of Halle, and a great variety of courses for women . . . so with variations in Belgium, Russia, Poland, etc.

The supreme importance of the individual coöperator, the self-reliant man, constitutes an argument against aid by government or by private patrons, which "spoil the main material." In Italy *classe rurali* formed by the priesthood have declined 25 per cent in four years. The French government-aided agriculturist refuses to accumulate reserve funds or to assume serious liability. In Germany and France there is an open revolt against government assistance. "Who pays, governs." "A government cannot possibly know what is wanted in coöperation."

Thus Mr. Wolff's doctrine: as to description, he has assembled a great quantity of information relating to coöperation throughout the world; probably no other similar book on the subject contains so much information, although it is from the limits of space necessarily lacking in detail.

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WOMER, PARLEY P. *The Church and the Labor Conflict*. Pp. x, 302. Price, \$1.50. New York: The Macmillan Company, 1913.

Bad proof reading, mis-statement of titles, mis-spelling of names, erroneous dates—these do not enhance the value of Dr. Womer's book. In fact, these palpable errors cause one to question the accuracy of the quotations with which the book abounds. The volume contains nothing new—nothing, in fact that has not been printed before. This is not in disparagement of Dr. Womer's skill in weaving a dozen interesting chapters out of numerous quotations, plus the author's point of view, which indicates his wide reading on the subject of